

Wind Noise

Volume 4, Issue 4

September 2007

Unfinished Projects

Bill Stevens, President



Helping you keep your R90s where it belongs, On the Road!

Has anyone other than me noticed the escalating cost of an ear of corn lately? My wife and I were discussing what fresh corn used to sell for when we were kids. She and her sister charged \$.60 for a baker's dozen from their family garden. It was not that long ago when I recall buying 12 ears for a buck. I rode past a farm this week and corn was selling 3 ears for the same buck. With that in mind, we have a bank full of dollars in the garden waiting to ripen. Yahoo- a spring project that will soon come to fruition!

The harvesting of corn is a sure sign of summer's passing and the rights of fall to come. Soon the leaves will be falling. The warm days of summer give way to crisp cool mornings and evenings and the occasional wood fire to ward off chills. The summer riding t-shirt and leather jacket are replaced by insulated underwear, an electric vest, and an Aerostich suit. Around my house, weekends will be spent cleaning and winterizing the stable mates for the winter months to come. But wait what about all those unfinished projects???

This time last year I took on two restoration projects to help keep me sane during

the winter months. At the time, my friend and fellow vintage motorcycle enthusiast Terry Barber warned that by fettering with 2 breeds of bikes at the same time I risked getting parts mixed giving way to a real bastard of a bike come spring time. So, I tip toed around the 67' Bonneville project by pulling the tank and sending it to the "Triumph Man" in Massachusetts for paint. I figured I'd catch up the rest of the project about the same time the tank arrived back in early spring painted original aubergine and white with gold pin stripe.

Days later, I tore into a 77 R100S. My plan was to do a complete frame-up restoration over the winter. I would return the bike to the road in the spring donning an RS faring painted TT silver smoke with gold pin stripe. The previous owner had assured me he had taken good care of the bike-after all he was a "mechanic" and prided himself on being able to maintain the ole' girl. With each disassembly came the reality of having purchased a bike that matched mechanically its well worn appearance-everything I took apart needed

(Continued on page 2)

Special points of interest:

- *President's Message*
- *The Editor Speaks*
- *Friendly Advice with Rick Hummerich*
- *8th and Last Rally*
- *Membership Update with John Yee*
- *What to Do if you're in an Accident*

Inside this issue:

<i>Presidente' Speaks</i>	1
<i>Tech Tips with Rick Hummerich</i>	3
<i>Membership Update</i>	4
<i>Accident Advice with Steve Megas</i>	6
<i>Membership Application</i>	7
<i>The Editor Speaks</i>	10

Unfinished Projects cont.

(Continued from page 1)

more work than was expected.

77 marked the first year of BMW's 1000 cc machines. The bore was increased using the same cast iron sleeved cylinder design as found on previous /5-/6 series bikes. As a result, the cylinder sleeve is thin, making it more prone to distortion and wear when hot. The jugs on my bikes engine were worn to the point where replacement with new Nikasil cylinders appeared the only option. Dan Baisley who performs all my top end work at his shop in Portland, OR suggested I talk to Bore-Tech in Ohio. Bore-Tech utilizes a proven process of boring cylinders and then recoating the liners with Nikasil compound. At the same time, they moly-coat and balance each piston to match the bore. The end result is a top end that is better than what the factory delivered new.

It was late spring before I had all the pieces of the bike ready for reassembly. With the engine rebuilt and installed in the freshly powder coated frame, all the bits and pieces followed. Having done business with numerous parts suppliers/dealers through the years, I must admit that Bob's BMW in Jessup, MD shines above the rest. Jeff Conlin went the extra mile to source an original wiring harness from the warehouse in Germany. Most of the parts I needed they had in stock at the time of my call and delivered within 5 days of order. We can all be thankful that BMW continues to manufacture parts for bikes that are now 30 years old or more, and dealers like Bob's who are committed to stocking them.

As of this writing, the R100S project is nearing completion. Just this week I poured premium fuel into the freshly painted silver-smoke tank, primed the rebuilt 40mm Bings and hit the starter button. The bike roared to life without hesitation. I took it for a 20 mile

break-in ride, upon completion adjusted the carburetors and changed the oil. With a bit more time, I'll be able to report the final outcome of the past years work.

As for the Bonneville, the tank is still in Massachusetts. The painter who is best known in the industry for period correctness and quality is slow to accomplish the project. I hope that by the time the last ear of corn is harvested, the tank will return. At least he's saved me from rearing a bastard of a bike bearing both German and English pedigree.



San Jose Fork Braces Still Available

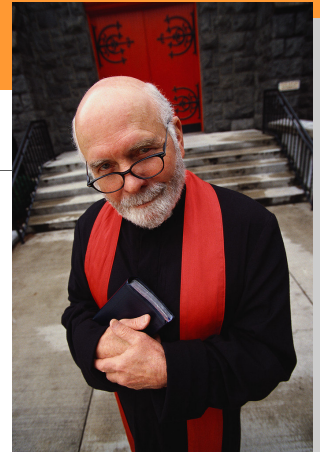
President Bill Stevens reports that he has a few extra braces available from the last order he placed. Cost is \$127.48 plus \$10.00 shipping/handling. A savings of 25% to members.

Make that S handle sweet today.

Bill Stevens
6222 N. Frok Road
Deming, WA 98244



Friendly Advice with Rick Hummerich



Every time I go into the garage, I look at my 1976 R90/6 and tell myself that someday I will get this bike up and running again! After all it ran when it was parked years ago. It is the "Sister Bike" to the R90S.

So I dedicated an R90/6 week. A major tune-up was in order! I changed all the fluids, including brake-fluid and fork-oil, installed new plugs, points, condenser and of course a new Gel battery. Then new tires and checked the brakes.

Towards the end of the week the project was finished and ready to push the start button. The old bike started right up and after some carburetor adjustments, it purred like a "Kitten".

The first ride was the Sunday breakfast ride, about 50 miles round trip. The R90/6 ran perfect! In the following weeks I accumulated another 200 miles of local riding with no problems. Then I received a email from my local BMW Dealership about a Poker-run that was coming up in two weeks. A 300 mile run perfect for my R90/6.

The poker-run started at 9:00 am at our BMW dealership, a nice 70 degree day! The second stop was up on the mountain at about 8000 ft. where it was 40 degrees with freezing rain and snow. The rest of the ride lead us through secondary desert roads slightly curved with little elevation. The ride ended back at the BMW Dealership with a nice BBQ and prizes for the best poker hand. The R90/6 ran perfect and got a lot of attention there on the lot.

On the way home, I got into rush hour traffic with a lot of stop and go. As I was pulling away from a traffic light, I noticed something falling off the bike, but I kept on going as I didn't see anything on the road next to me. When I arrived back home, and dismounted the bike, that's when I noticed that the R90/6 Emblem on the top of the engine cover was missing! No big deal, as I had a spare.

At that time I walked over to my R90S and checked the engine emblems, and I can honestly say that the timing was just right, one emblem was ready to fall off there too. The R90's emblems are still available from BMW, but they are not cheap!

GLUING THE EMBLEMS: FYI....if your emblems are loose at the ends, it is time for a re-glue!

Carefully pry them off, try not to bend them, separate the rubber gasket from the emblem and remove all dirt and glue. I used brake cleaner to remove the old glue, but be careful with the rubber gasket.

To re-glue the emblems, I used a two part Epoxy adhesive (5 min. epoxy) available at any Hardware store or Auto Parts store. Glue the rubber gasket to the backside of the emblem first, don't use too much glue, you don't want it to ooze out and make a mess. Place a weight on it and let it cure. All this is done on your workbench or kitchen counter. Ha! Next glue the emblem on the top engine cover, the cover can stay on the bike. Place the emblem over the two locator tabs on the engine cover, that will fix your horizontal location. The "for" and "aft" location is a little more crucial. Make sure you don't overlap the air cleaner cover or the timing cover in front. Hold everything in place with masking tape for just a day or so.

Good Luck, you just saved yourself about \$50.00 for a new R90S Emblem and a lot of aggravation!

Ride Safe

Rick H.

Las Vegas, NV.



Membership Update

John Yee, Treasurer and Membership Chairman

As of this printing, we have 127 club members in good standing with the following new member.

STOCKING, JIM: Indianapolis, IN. '75, Daytona Orange, serial #4980503 (just one number newer than Laura's pink R90s!). 62,138 miles. From page 63 of the Oct. 2005 issue of the MOA magazine: "The 2005 BMW MOA International Rally in Lima, Ohio will go down as my favorite for one simple reason. I am the winner of the beautifully restored 1975 R90S. It's hard to articulate the joy this great machine has brought into my life. Having never ridden a vintage BMW before, the thrill of that first ride was a real eye-opening experience. I grin just thinking about it. Rest assured, this bike has been awarded to a motorcycle fanatic. It will be loved and pampered in its new home. The members of my local club have already embraced it as if it were their own. I must state for the record, I consider this machine to belong to all the members of the BMW MOA and I am simply the appointed caretaker. A job that I am thrilled to undertake. From the bottom of my heart, I thank each and every one of you who were involved in bringing this glorious machine to its present state and thanks to all the members of the MOA."

Comments from renewing member:

ADAMS, MIKE: Mechanicsville, VA. 60,000 miles, swing arm brace, 2 into 1 custom exhaust, dual plugs, electronic ignition & Windjammer fairing painted Daytona Orange but not installed.

Donations: A big thanks to **MIKE ADAMS & CHARLES BROOKS** for their support and generous donation to the club along with their membership renewals. Also, thanks to **RICK HEUMMERICH** for his donation to the club. He sold (3) three of his 'easy-clutch' kits and has been donating \$6.00 to the club from each sale. We hope you sell many more Rick!

2007 8th & LAST RALLY INFO

With an overwhelming response by participants of the 7th & Last Rally, we will again be hosting the 8th & Last R90S Rally at Iron Horse Motorcycle Lodge. The rally has been scheduled for Sept. 21-23, 2007. All rooms require a two day minimum stay. There are 6 rooms with private bath at \$85.00 per night; 6 rooms with a shared bath, porch & creek view at \$70.00 per night; 6 rooms with a shared bath with Mountain View but no porch at \$60.00 per night; and 9 bunk house beds at \$20.00 per night. Camping, using your gear is available at \$12.00 per night, bath towels supplied. Prices are slightly higher if you want to rent their tents and sleeping bags. These are approximate rates; call Iron Horse for

firm prices. For room info, ask for Tammie at 828-479-3864. You can also check out the Iron Horse website at: WWW.IRONHORSENC.COM for more information.

We have held the rally fee at \$20 per person with one night of free camping included so for those of you that are adventurous and like to wake up in the middle of the night to go potty using a flashlight – this is for you! In order to qualify for one night of free camping, you must pre-register & send in your \$20 fee prior to Sept. 12. Sorry, no discounts if you want to reserve a real room. We will again have the use of the Iron Horse garage for overnight (R90S ONLY) parking.

NOTE: Rally fees to be made out to 'John Yee-Treasurer' and sent to:

National R90S Sport Owners

c/o John Yee

244 Candia Lane

Cary, NC 27519

Everyone at the rally also had a great time watching the movies at night in the pavilion. By popular request, "ON ANY SUNDAY" will be shown again during the rally.

We will also have a Tech Session, 50/50 Drawing, Door Prizes, 3 plaques for People's Choice and a plaque for the Long Distance R90S bike ridden to the rally. There will also be a Flea Market table set up so bring those extra parts, jackets, or whatever it is that you'd like to sell. Make those reservations and let's hope we get an even bigger turn out than last year.

Reminder: Double check to make sure you have your engraved club name tag to wear during the rally. If you have lost yours or would like an extra one, let me know & I can have replacements made quickly. The cost is \$5.00, shipping included.

DUTIES OF THE TREASURER/MEMBERSHIP

CHAIRMAN

I have had a few requests from other members about duties of the various officers of the club & that these members might be willing to pitch in if an officer wants to step down or take a break. I can start this off by informing the membership of what I do to keep the club going. Maybe the next newsletter will have another officer put in what his duties are.

(Continued on page 5)

Membership Update cont.

(Continued from page 4)

For duties as Club Treasurer, I keep a log of who sends in dues or donations, pay bills. Where is this money going? For club engraved name tags (every new member gets one), we made a bulk purchase of 250 pre-engraved name tags & then have the new member's name engraved prior to shipping. Funds are used for postage, copying & mailing newsletters to members without internet access. Funds are also used for paper, mailing envelopes, printer ink & purchases of fund raising items such as books, shirts, hats, mechanical parts, etc. For those of you that have internet access, it's true that your return on membership dues are less than those without internet because you must use your own paper & printer to print the newsletters. But, you do get the newsletters faster & it's probably better quality than the hard copies that I make.

For duties as Membership Chairman, I update & maintain the Membership Rosters: one in alphabetical order & the other in serial number order. NOTE: The information in these rosters are not given to any third party, they are for membership use only. I also keep the R90S Anonymous updated & sent out periodically. I finish my portion of the write-up for the newsletter & send it in to our news editor. After our news editor does his magic on the newsletter, I then email the completed newsletter along with both sets of updated rosters to all members in good standing.



For members without internet access, I either print out copies on my printer or, if I'm lazy, have Kinko's do it & then seal them in large, addressed envelopes. They are taken to the post office, weighed, postage affixed & then mailed. For new members, I send them a slug of back issues of the newsletters along with the engraved name tag, a club decal & key fob. I also send out reminders for renewals near the end of every year.

I also have club hats, shirts, decals, books, aluminum intake tubes, etc in stock when sold, gets packaged & mailed to members in the U.S. and overseas.

Once in a while, if I have the time & inclination, I'll write up an article to share. Some of the past articles included: (1) Incredible & True Story of One R90S, (2) Motorcycles – Such an Inexpensive Hobby, (3) Reflections of the 2002 BMWMOA Rally in Trenton, (4) What R90S Is Truly Original?, (5) BMW R90S vs. Ducati 900 Sport Desmo vs. Kawasaki 900 Z-1 vs. Moto Guzzi LeMans Comparison & (6) The Original of 'Last' Rally.

I have attended all 7 R90S Rallies & helped out in all except for the first two. This year will be the second rally that I'll be hosting. NOTE: Somebody else's turn will be for next year. Who will it be & where will it be? Any volunteers or suggestions?

If you think this is a lot of work, it is! If you think you'd like to help out or volunteer, let me know. I can shove off a few of these duties to give me more time to ride! Or if you'd like to pen an article, please do so. We always love to hear from other members with their perspectives about the classic R90S.

John Yee



R90S Caps

Protect your dome from the harmful rays of the sun when you're not riding. Strut your stuff and attract the opposite sex to join the club or go for a ride!

\$20.00 each, postage paid.

\$35.00 for two, postage paid.

Specify color. Daytona Orange limited to stock on hand!

Send remittance and return mailing address to:

Bill Stevens

6222 N. Frok Road

Deming, WA 98244

WHAT TO DO AT THE SCENE IF YOU'RE IN A CRASH

by Steve Magas

Steve Magas is a lawyer protecting in Motorcycle rights and has written a few article for BMW ON magazine. We've talked a bit over the summer about various accidents here in the Detroit area that killed a few people. He's been more than gracious in helping me out with some cases I was following so I welcomed the opportunity from him to give us some advice. Hopefully you won't need it but it is always best to be prepared.

Unfortunately it seems that a crash is inevitable these days. We train, attend Track schools and train some more, but we all realize that lurking around the corner is that cage (with the cell phone driver) or the Soccer mom with the screaming brats are all too anxious to put tears on our loved ones faces in their quest to get wherever they're going.

Steve can be contacted at Bikelawyer@aol.com or 513-484-BIKE

I hope you find the information beneficial **ed**



STEVE MAGAS
BIKE LAWYER

This year, I've written about goofy court decisions, odd crashes, the odd concept of "conspicuity" and motorcycle accident reconstruction. But, what should you do if you are actually involved in a crash? What kinds of things, which MANY people do, can actually HURT you in any claim arising out of the crash? This month, we'll take a look at the scene of your crash and the time immediately afterward. What should you do, if possible, before you leave the scene? What should you do SOON after any crash? A separate article will discuss the care and feeding of personal injury claims – just what ARE your rights under the law? What can you recover? I'll give you my take on the age-old question: Do You Really Need a Lawyer? For now, though, let's just look at the legal stuff that pops up when you crash!

Let's start with some assumptions. You are riding along and another motorist screws up – they don't see you, they turn left in front of you, they cut you off, they rear-end you, sideswipe you or otherwise negligently enter your right of way causing a crash.

One minute you're riding, the next you're sliding!! What do you do?

In my experience, a rider's first words after a crash are often "How's my bike?" However, first, and foremost, understand that in ANY crash you are likely to get an "adrenaline rush." This can cause you to underestimate your injuries and jump up to confront the idiot who just clobbered you... please do try to AVOID this approach. Understand that you may be hurt, hurt badly in fact. Stay still and do a quick self-assessment – can you feel pain? Are you bleeding? Can you feel your extremities – move your fingers/toes – speak? Are you seeing double? Do you have a headache? You may be dazed, confused, scared. You should remember that even if you can move your head, you may have suffered a serious neck or back injury. Traumatic brain injuries, even slight or "mild" ones, can be extremely serious. You may not even realize that you lost consciousness. EMT's are told to NOT remove your helmet until a neck injury is ruled out, unless they need to start an airway. The reason? The risk of a making a neck or back injury worse.

So, what should do FIRST AND FOREMOST after you find yourself in a crash? Go back to Kindergarten and do a "Stop & Think!" Get Your Emotions Under Control. Assuming you are not lying on the interstate with cars zooming by, you should just sit there/lie there and make sure you are SAFE!

Is your cell phone on you? Pull it out and **CALL 911** right away. Get the police to the scene. Get an ambulance to the scene. Do NOT let ANYONE convince you that the police don't need to be called!

If at all possible, do NOT move your bike until police arrive. An accident scene should be treated as a **crime scene**. Objects should be left where they ended up after a crash. Object thrown from the bike may provide clues to how the crash happened. Think "**CSI: Your Town**" and preserve the integrity of the scene. The "debris

(Continued on page 8)



R90s Sport Owners Membership Form

National R90S Sport Owner's Club

Application for New or Renewal of Membership

Please print or type legibly – we will use this information for our club roster (address will be omitted from roster for security reasons)

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE _____ E-MAIL _____

YEAR(S) OF R90S _____ SERIAL NUMBER _____

COLOR: (CIRCLE ONE) SILVER SMOKE DAYTONA ORANGE OTHER _____
(ADD COLOR)

MILEAGE _____ MODIFICATIONS/NOTES _____

Please make a \$15.00 check or money order payable in U.S. funds to: John Yee - Treasurer

Mail to:

John Yee
244 Candia Lane
Cary, NC 27519

***Do you have any interesting stories, rebuilds and repairs, tips, restorations, bike searching adventures, etc. concerning your R90S that you would like to share with the membership? If you do, this is a way to contribute to the club and get your name in print for all to see. Submit it and we will put it in the newsletter. Send to our Editor, Rick Griffith. classic_r90s@earthlink.net

WHAT TO DO AT THE SCENE IF YOU'RE IN A CRASH cont.

(Continued from page 6)

pattern” is one of many factors which accident reconstructionists look at when trying to figure out what happened and who was at fault. Once the bike or other vehicle is moved or the debris is picked or swept up, the “crime scene” becomes tainted and useless. As you know from “*CSI*” critical evidence is lost when the crime scene is messed up, so keep yours pristine as long as possible. If things ARE moved, try to make note of where things were so you can accurately report this later.

If you are able to move around and talk, check on the other individuals involved in the crash. Are they OK? Do they need help? Again, make sure the police and EMT’s are on their way.

Did the other motorist stay or flee? In England recently, a group of school children foiled a bank robbery by *chanting* the license number a witness noted until one of their mates ran into the school for a paper and pencil! If the motorist who clobbered you tries to leave the scene, get all possible information – car year/ make/model, license number or any part of it, descriptions of the driver and passengers. Leaving the scene of a crash, even a “minor” one is a crime in every state in the union. Further, it tends to be evidence of liability or, at worst, criminal intent and a total lack of respect for the safety of others!

Get the following information at the scene – WRITE IT DOWN:

IDENTIFY DRIVER/OWNER of VEHICLE & WITNESSES

Driver à Name, address, phone –home/cell/work. Driver’s License number. SS# if on the license. All possible contact information.

Owners Name, address, phone – home/cell/work, if it is different from the driver.

Vehicle à Year, make, model, VIN#, color, registration paperwork

Driver’s Insurance information name of insurer, policy number

& limits. Name of insurance agent [many people think their “agent” is their “insurer”. The “agent” sells insurance. Independent agents sell for many different insurance companies. “Captive” agents, such as those for State Farm, only sell one company’s insurance.

Owner’s Insurance Information à [may be in the glove compartment if the driver does not have it. Call the owner from the scene otherwise]

Driver’s Employer à Find out if the driver was “working” at the time of the crash and get the name, address, phone of the employer.

Passengers name, address & phone numbers of all

Witnesses agent the Name, address, phone of all witnesses. If they do not want to get involved, write down car make/ model & license number as well as a good description.

NOTE THE CONDITIONS

Note the **time** and **place** of the crash, including the road and nearest address or intersection [or GPS if you got it!]

Note the topography of the roadway, sketch or photograph if it is important.

Road conditions – wet, slick, icy, snowy, gravel, condition of pavement

Visibility – Sunny, cloudy, fog, snow/sleet -- Remember conditions change quickly – get it written down right away. Was the sun in the other driver’s face? How hard was it raining? [I tried a case for several days based solely on a “factual dispute” between the two drivers over the amount of rain and level of visibility!]

Note any traffic controls – Lane lines, center lines, stop/yield

(Continued on page 9)

WHAT TO DO AT THE SCENE IF YOU'RE IN A CRASH cont.

(Continued from page 8)

signs, lights, school zone, warning signs, etc.

Prepare a sketch of the location of the crash, the endpoint of the vehicles, gravel, slick spots, etc.

Note anything about the other vehicle which may have contributed to the crash as well as crash-related damage

PHOTOGRAPHS

Photographs are critical to virtually every case. In today's digital world, with 5.0 megapixel cameras available for \$100.00 or so, it is ludicrous for people with a claim for property damage or injuries to NOT have excellent photographs as soon as possible!

Take scene photos from many angles – the rider's perspective, the other guy's perspective. Show skid marks, signs, lights, etc. Take photos at the same time of day.

Photograph your bike carefully. Again, take a lot of photographs from many angles.

You can NOT take too many photos!

SOME DO NOTS:

Do NOT discuss what happened – the facts – with anyone before the police arrive.

Do NOT exchange anything other than personal and insurance information with the other motorist.

Do NOT apologize or acknowledge fault in ANY way.

Do NOT argue with anyone about what happened.

Do NOT say "I'm OK" or words to that effect. [**DO** make note of any statement the other motorist makes relative fault, apologizing for causing the crash and the like.]

Do NOT sign anything from anyone other than the police officer.

Do NOT talk to **ANYONE** about your view or recollection of the

crash except the police officer – this especially includes EMT's, witnesses, passers by, and the other driver.

Do NOT discuss your insurance, prior claims, your ongoing worker's comp. claim, your prior back injury, your divorce, your money problems or the fact that this is the third time some idiot has hit you or any other similar "historical" events with anyone.

If you have a "look" that screams "bad ass biker" [and you **KNOW** who you are] **DO NOT** act in a way that corroborates that image – be nice, sweet even, caring and empathic. The perceptions others get of you will effect what they say and "remember" later. Believe me, if their only image of you is of a big, mean-looking, leather clad "biker" screaming at witnesses who disagreed with his/her version of the facts, you can bet they will be influenced against you!

Do NOT try to ride home if you are hurt, dazed, confused, or looking at a bike with cracked parts and bent wheels!

This is the beginning, and most **critical** part of preparing for a claim. To get good information at this stage is critical. "GIGO" – or "Garbage In/Garbage Out" is very true when it comes to reconstructing what happened and who was at fault from a police report. Next month I'll discuss what to do with this information, how personal injury claims "typically" work and steps to take to maximize the value of your case!



STEVE MAGAS
BIKE LAWYER

What ever happened to Deal's Gap?

It's late August here in Michigan and to tell the truth the only riding I've been doing consistently is the daily commute to work. Weekends at the lake mean driving the truck to launch the boat. (Well at least it's a new truck!)

So I start looking forward to the R90s rally; this year the 8th and Last.

Iron Horse Motor Lodge will again see a bunch of us old veterans in attendance in western NC. And what could be better than having the rally in

the heart of some of the best prime motorcycle roads on the continent? There's the Chero-hala Skyway, Blue Ridge Parkway, North Carolina 28 and Deal's Gap.

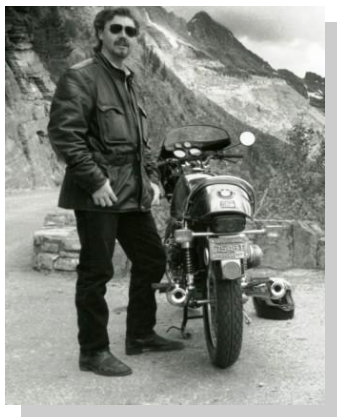
Deal's Gap? Wait a minute. Things have changed a bit since last fall when Norm Delezenne and I ventured through. Seems now that Tennessee's finest have found it necessary to 'crack down' on the severe lawlessness that transpires there each and everyday. Check out some of the posts on www.tailofthedragon.com to see how bad it's gotten. Tickets for touching the yellow line (which is almost a sure thing when leaned over on my R90s) or following too close, not following close enough, etc. etc.

One could argue that the proprietors that have promoted 'The Gap' should have seen it coming. As Norm and I observed through our trek last year, there's now Photographers in the turns waiting to take your photo with the 15 other guys that are right behind you. Talk about framing your unique riding experience.

I do remember when Deal's Gap was barely known and a bunch of us stumbled on it by mistake on a bike trip years ago.

'Damn this road's got a lot of curves', one of my buddies said, long before there were the t-shirt stores, souvenir stands and the deluxe accommodations found at Deal's Gap Motorcycle Resort.

Please don't hesitate to 'Ride the Gap' when visiting the 8th and Last. Just don't be surprised to see the THP or the hordes of Sport bikes in every corner. For me, I still hope the Chero-hala Skyway has a few sweet turns.



Who runs this little organization anyway?

Well, basically our members do, but these folks graciously give their time and energies to make the club what it is:

President: Bill Stevens

European Chapter President: Kirk Ratzel

Australian Chapter President: Philip McCardle

Vice President: Ken Claus

Treasurer: John Yee

Secretary: Norm Delezenne

Newsletter Editor: Rick Griffith

Road Captain: Dale Wright

Safety Chairman: Howard Cobb

Historian: Mac Kirkpatrick

Please use your Membership List for full e-mails, etc.



The official
Brew of the R90s Club